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DIARY OF ONE OF THE ORIGINAL COLONISTS
OF NEW GLARUS, 1845

TRANSLATED FROM THE GERMAN OF MATHIAS DUERST

BY

JOHN LUCHSINGER

[From Wisconsin Historical Collections, Vol. XV.]

MADISON
STATE HISTORICAL SOCIETY OF WISCONSIN
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On the 15th of April, 1845, I took leave of my friends and neighbors, and went to Mitlödi and staid at the sign of the Horse, overnight. Next morning, the 16th, accompanied by my Brother J. Balth I took the path to the Biasca expecting to meet my dear family and relatives. Our committee had also arrived. I believed that everything had been well arranged; but heavens, how we were deceived. Even before we arrived at Rapperschwyl we asked the captain of our vessel "Felder," where we were to lodge and board. He answered that is your business, that his business was merely to carry and not to feed and lodge us. Upon that there was uproar among us.

At Rapperschwyl all went to the New Ship inn, in the City Court, at my instance, because of the prior good reputation of the house. But here we found avarice in play; we had to pay double prices for everything, even for a bed 8 Batzen [40 cents]. I would warn every one to beware of this baptized Jew.

¹This is the diary from which Mr. Luchsinger freely drew, in his article, "The Planting of the Swiss Colony at New Glarus, Wis.," in *Wis. Hist. Colls.*, xii, pp. 335-332. To that article the reader is referred. The original of the diary is owned by Miss Salome Duerst, of New Glarus, but has been deposited, for safe keeping, in the library of this Society. It is of great value as a first-hand report of the trials and impressions of the earliest Swiss immigrants to Wisconsin. It will be remembered that these colonists were from the Swiss Canton of Glarus, and emigrated to America under cantonal auspices, for Glarus had become overpopulated.—ED.

On the morning of the 17th we rose early, even too early, for we had to wait a full hour at the landing in the cold rain, with our little ones; we were finally allowed to go on board the vessel; some got on the tug boat that pulled ours. Our leaders, with some others, went into a room and discussed our dreary condition; the most of us had very little money. Paulus Grob, a brother of the first leader, came to us and figured everything and found that nothing lacked except the money for our support on the journey, an omission for which we had to blame our Judicial Parish Council. At ten o'clock in the evening of this, to us, everything but joyful day, George Legler requested me to describe our condition in writing, to be sent to our Parish Board, and while the others slept, I carried out the request and in as compact sentences as possible described our condition and in the morning a number of us signed the letter and sent it. I had no time to make a copy of it. We had very bad weather; all of the male persons had to remain on deck without cover, because the cabins were stuffed full of human beings; in such a manner we arrived at Zurich, but now the trouble only began. Shipmaster Körner said that only passage for 155 persons had been contracted for and not 193, that his vessel was not large enough, and that there was much more baggage than had been represented to him, and than he had expected. He hired 3 large four horse wagons, each at 50 florins for the women and children, but even then there were 30 such unprovided for, although the wagons were crowded to suffocation; a fourth wagon was prepared in haste as the rain fell in streams; some of us had to do some running. We went to see Mr. Landaman Blumer [member of Swiss Diet]; he heard us and promised to be surety for additional expense to the amount of 30 florins, and besides gave us a gratuity [of] 18 florins. Well, we then proceeded onward in God's Name. The male persons remained in the vessel. What we often consider misfortunes may by Heaven's Guidance become good fortunes. Oh how glad we were that our little ones were not with us in the boat, for we nearly perished with the cold; thus we ar

rived at Laufenburg at nearly dark. We helped Mr. Körner to convey the baggage from the vessel to wagons, and again into another boat. In Laufenburg we lodged in the Ship Hotel, where we were decently treated, but the most of us slept for the first time in our lives on straw, in a cold dancing hall on the floor; because of the cold we got up an hour before daylight and walked around the town to keep warm; finally about 8 o'clock we got on the vessel and were received with ill-pointed joking questions.

Just before we got to Basle we caught sight of the wagons wherein our people were packed (there is no other fitting term) going over the Basle bridge. So that we all arrived at the same time at Basle to our great satisfaction. On our landing we were met by the Business Manager of Chris. David, named Basler, who received us in a friendly manner which we found to our sorrow was always the case when an advantage was to be gained. We had new difficulties to fight against, in which we were warmly assisted by Mr. Barthol Hefty of Haslen; he no doubt has written home of our miserable condition.

Some of us also visited Teacher Glarner who received us with kind hospitality and fed us with bread and wine — he accompanied us to our lodging, our hosts were kind people, heaven reward them. I would recommend them to everyone; their Inn is the Sign of the Red Ox. Our little Caspar lay very sick there, and we received all possible aid and attention.

After the disorder in our affairs was settled, we again began our journey from Basle, on the 19th at 4 o'clock P. M. After four hours journey we stopped at Scheinweiler a Baden Village. There again some wandered ashore and others remained in the vessel; I had determined to remain, although my boy was yet sick and my wife was distressed; there came a Border Guard to me and requested that I go with him. I followed him with my family ignorant whither. He led us four to a Stone house where lived an old man with two single daughters they gave us coffee and my wife and children could once more lie in a good bed, and I in the room

on straw, but warmly covered; we all rested well. In the morning they again gave us good Coffee and bread, for all this I paid them voluntarily 5 Batzen [25 cents]; they even would hardly accept that, they asked nothing. We again set out early on the 20th I was very sorry to take up the children out of their gentle sleep. At noon this day we halted on a lonely shore and went on shore to eat our frugal dinner. In the evening we arrived at a grand Hotel where only three who had plenty of money and no families had the luck to get beds. I obtained a room with two beds at a reasonable price, because I ran in advance before the crowd came. I got my people to bed at once. This Hotel belongs to the Mar-Grave of Baden. The place is called Rheinbad.

We were detained for health inspection so that we were unable to start before 9 A. M. on the 21st. The same evening we arrived at Kehl, a Baden town; we again had difficulty in getting beds for our wives and children, the men slept on straw in the barroom of the inn; but no one need imagine that it cost nothing to sleep on the long feathers, we had to pay from 3 to 4 kreuzer a piece [6 to 8 cents]. Kehl is a very fine town, we went about a quarter of a league to see the new railway and marvelled at that work of human hands. On the 22nd we started as late as 8 A. M. because of the custom house officers' inspection, and arrived in the evening at a Bavarian Village where we were lodged simple good and cheap. A schoppen brandy [one and a half pints] cost 5 kreuzer [10 cents]. A like measure of wine 3 kr. [6 cents]. Coffee for each person the same.

On the 23rd we arrived at Mannheim there we had to wait two and one half days for the Steam boat which arrived on the 25th in the night. Our leaders went to see Mr. Lanz the agent, he said he would provide cheap lodgings, about 100 of us were lodged in the Deer Inn, where all slept on straw on the floor of the dance hall, cost us 3 kr. each, 12 beds. It cost 6 krs. per person two in a bed; those who were well supplied with money or for other reasons did not relish such lodging sought other quarters. It

would have been better had we never submitted to such management. We had to provide provisions at Mannheim for two and one-half days as no cooking was allowed on the steamboat, not even to warm some milk for our little children. At this place the supply of money of Fr Legler and his son gave out. So we were obliged to attack the common treasury for their relief, I myself had also to pay 25 francs for excess of baggage-from Zurich to Basle, in addition to the food provided by Mr. David, which were common expenses.

So Legler and I had to draw on the common fund, and apparently we shall use up the whole of that fund designed to assist our beginning at the settlement, before we get there. A splendid arrangement we are under, but no one need wonder at it when you consider what miserable fellows sit in our Parish Council, who hardly know their a. b. c. and the better informed can barely write their names, let alone organize any sensible measure. Our town meeting resolution of April 1844 stated in positive terms that the head of each family should receive sufficient support and that our expenses should be defrayed to our destination. Had I not believed this would be done I certainly would not have ventured with one and one-half florins [60 cts.] to start on such a journey. I never would have believed that I was expected to provide food for four or five weeks. I hardly know whether to ascribe this state of things to a devilish malice, or to unpardonable ignorance, I incline to the latter. We must now break the track, every one who announced his intention too late to go was disappointed, but friends and relatives you may rejoice that you are yet at home. To you we turn that you may remind our Councillors and Councillor Streiff of the promises publicly made to us on our embarking at the Biasca Landing. If we had been unable to open our own purses we should have starved before this; we believed their promises, but Faith and belief do not always bring Salvation.

On the 26th we embarked on the Steamer and arrived in the evening at Cologne. Those who had money as usual

sought lodgings in the Inns. I and mine slept on the benches on the Steamer. Next morning the 27th several of us went into the City to see and admire that Splendid national work of the Germans the Cathedral. We arrived at Nimwegen, Holland, in the evening here our people were for the first time approached by hotel runners; 4 to 6 of those fellows hung like crabs to them, and coaxed them along. The simple inexperienced emigrants realized next morning how they were deceived, they had been compelled to pay 4 to 5 florins for a small family's lodging and food. On the 28th we arrived at Rotterdam here we believed ourselves to be at the point where according to Councillor Strieff we might tie up our purses, but the expense only began anew. I joined myself to the leaders and with them went to the Hotel City of Frankfort where we were very well treated.

On the morning of the 29th we were brought on a steamer which took us to Dordrecht we waited there from noon until 9 P. M. when we were again packed into Canal boats. We consumed the time waiting, in looking at the city. Like all Holland towns everything gave token of wealth and luxury, buildings were all of brick, and streets paved likewise. The night of 29 to 30 was for us a depressing one, there was no chance to lie down on the boats, they were packed full of people, so that we had to sit all night wedged in together, which was in so far well as thus no one could fall over.

On the 30th we arrived at Amsterdam where we again bought food; here we were embarked on two coasting vessels and in the evening after much delay sailed away. At Amsterdam thieves abounded, and several of our people had articles stolen.

The night of the 30th to May 1st was to us a night of terror, about midnight a severe storm struck us and madly stormed until morning. An Anchor was thrown 100 feet from the shore, then a rope was thrown to shore and by means of a windlass our vessel was drawn to the land and fastened. Only our ship was so fortunate, the other — which

contained mostly Little Valley people was obliged to cast Anchor about 100 rods from land; we were able to get refreshments but not so the others.

So we lay in this condition till Ascension day but on neither vessel were the people in condition to observe this holiday. We saw the inhabitants in Sunday attire but supposed they were Catholics and were observing some of their feast days. The most of us were very Seasick, the strongest men were obliged to retire and lie down. We had to remain where we were until the morning of the 2nd when we left but with such unfavorable wind that the ships could merely tack back and forth, so we could hardly make $\frac{1}{2}$ league in an hour. We had only 5 leagues to go and arrived at Nieuwendiep at 4 P. M. We embarked at once on the ocean ship which is a fine well-built three-master containing 88 berths in which we this evening lay, merely in our bed clothes; on the 3rd we bought straw so we can rest properly, but we must do our cooking outdoors on the shore like vagabonds; on the 4th was Sunday, but it can here not be distinguished from week days; people do business as on other days. The sailors gave most sign of it, many of them were full drunk.

From the 5th until Whitsuntide, the 11th, every day the same weather. We went to the town daily to buy food which was dear as is usual in a Seaport, especially one like Nieuwendiep which lies where for many leagues not a single fruit tree gladdens the eye of man; nothing but flat meadows cut up with many canals, where the cattle gnawed the grass which is hardly 2 inches high; it is very unfertile, for a cutting cold sea wind blows continually. We could never really become warm. Nieuwendiep is entirely new; 45 years ago only one house is said to have been where now 11,000 people live; pavements and houses are of brick but seldom more than 2 stories high; they are mostly stores and shops where any article may be bought. Brandy 1 Stuber [$1\frac{1}{2}$ cts] a glass. Beer the same, but not good. Cheese was cheapest, for 4 Stuber [6 cts] a good rich one. Some was sold for less, which was mixed with cloves, but not all of

us liked that flavor. Milkmen came twice a day to the ship but the milk was as poor as the skimmed article is with us. Bread-sellers came also every morning; they had light white bread but entirely unsalted, but they salt the butter and meat very strong. The butter here is not melted as with us but they mix much salt with it and pack it in kegs and thus it remains good for years. It costs 8 to 9 Stuber, smoked pork 10 Stuber, fresh beef according to amount of bone in it 4, 5 and 6 Stuber but very fine meat. My purse did not allow me to buy of everything, neither could I go into the town much, for I was obliged to supply $\frac{3}{4}$ of the 200 persons on the ship with tin dishes.¹ However some of them were obliged to wait for theirs until we had been on the ocean 2 or 3 weeks. So that they felt the need of the tinner very much. From home and even on the Biasca landing they despised the tinker, but on the voyage they needed me worse than I did them. But after all I received but few thanks especially from one of the leaders * * * who served in all cases the part of the 5th wheel on the wagon.

When things went wrong he could only curse and howl. Should another batch of emigrants leave our land do not leave the choice of leaders to M. Streiff. It was he that persuaded the committee to appoint such stupid men. On Whitsun Monday the 12th a few of the men from Diesbach came to me and requested me to go to the town and write a plain unvarnished letter home, we went into several houses but found no convenient place for there is not a great hotel in all the town, people drink their beer and schnaps in the shops standing; or if one wants to take his ease he sits on a bench or tub or whatever else is convenient, holding the glass in one hand and provender in the other. I believe this custom arose from the fact that Hollanders empty their glasses at one swallow and then leave. We resolved therefore to let the writing wait until we should arrive at Baltimore, so as also to include the account of the Ocean Voyage. So we each bought a jug of schnaps and returned to our ships, on which we remained.

¹ Duerst was a tinsmith.—ED.

At nine o'clock of the morning of the 13th we pushed from the shore; an hour was spent in getting us into proper position with ropes and windlass; then our ship was taken in tow by a steamer which is always ready in the harbor for that purpose. At ten O'clock we moved off and bade farewell to Europe, perhaps forever for many of us. The steamer pulled us out about two leagues when we were given over to wind and waves. Seasickness took possession of most of us, and there was vomiting all around, none of us could remain on our feet even those who escaped the sickness, because of the heavy rolling of the ship by the waves. So we sailed with variable winds until Wednesday the 21st when there came a storm that drove the sweat out of the pores of many of us. Although the distance from the ships rail to the surface of the water was at least 16 feet and certainly the vessel reached a like number of feet under the surface, yet the ship lay now on this, now on the other side until the rail dipped into the water. The storm ceased on the morning of the 22d; the wind was completely still so that the ship made only two leagues this day. On the 23d we made better progress and on the 24th yet better, but the 25th was for us again a day of terror; a storm arose in the night, which reigned the whole following day with terrible madness. Many a one sobbed Oh if I had only remained in my home. From the 24th until the 26th Noon we were not allowed to make any fire, neither for the grown or the little could anything warm be cooked; those who had bought some food on land, cheese, or crackers could get along, but I and many others must fast, for the ships provisions seem contrived not entirely to kill human beings yet to make them very sick; much of it could not be eaten. The meat is all packed in barrels and so much salted that we have to wash it many times then parboil it and again throw the water away until it was fresher, but even then it was hardly edible. We receive $2\frac{1}{2}$ lbs per week to each adult person; those under 12 years were reckoned two for one. Hard tack we have sufficient but this is not a human food. The pigs that are kept

on ship refuse to eat it; it is in $\frac{1}{4}$ lb pieces and of a dark brown color inside and out, and so hard as to require a hammer to break it up in pieces; it is made solely of bran and only a wolf's stomach can digest [it]; it is calculated to kill by slow starvation. The rice is also of the worst quality, yet it is edible; each person gets $\frac{1}{2}$ lb weekly. Beans and peas are fair. Butter as I have described it. Flour was gritty with sand and $\frac{1}{2}$ lb per week was a portion for each. Potatoes were very bad, black, bad smelling and rotten, hardly fit for pigs. Such as they were we got but sparingly of them, sometimes none for 3 or 4 days. We often wished for some of ours at home. The water is rain water several weeks old and leaves a black sediment after standing awhile; but we had enough of it and that we were thankful for. After recovering from seasickness one gets a thirst that can hardly be quenched; one should have acid dried fruits in such cases, which is better than all the medicine in the world. We greatly wished for our Green Sap Sago cheese [Schabzieger] to give a better flavor to our rancid watery potatoes and to strengthen our stomachs. One should take along sugar and coffee also, especially those who contract their passage with the ship food included. I advise—from experience—every person or company that may follow us either on their own account or under control of any society, to bring their own supply of food if they value their health, besides it is $\frac{1}{3}$ cheaper. The agents in Amsterdam, Sambrie & Co., make a profit of 29 florins on each passenger, which on the 185 expedited by them on this ship makes 4,495 florins. We have such miserable food that God may pity us. I only wish that those who so miserably contracted us might have the power to glance into this hospital; they would blush in terror on their own account. I would not wish my worst enemy the condition we are in. I trust we will get double reward, for we have passed through purgatory. I believe I could defy seasickness, and actually escaped the vomiting, but an excessive dysentery is wasting my flesh and strength. And I am not the only one, the strongest constitutions that seemed to

defy all changes of food and water heretofore do not escape this evil. This condition we ascribe to the use of unaccustomed food; had we smoked meat instead of salted we would not have suffered so.

On the 28th we realized the results of our bad lot; we sorrowed over two victims, Anna Beglinger, Rudolf Stauffacher's wife of Matt. after suffering many deaths for several days gave up her spirit this afternoon at 3 O'clock. She was wrapped and sewed into a large linen sheet; three pails full of sand were placed at her feet so as to sink her body. We carried her on deck laid her on a plank, we sang the first two verses of the 140 hymn, Leader Grob read our home funeral service, and so one hour after her death she was sunk into the ocean, where she will undergo no decay, and her bones need not first be sought and gathered at the resurrection. After she had sunk, the remaining verses of the hymn were sung; all of the ships people were on deck, and Leader Grob made a touching address, and urged us to be patient and united. Fruitless words; even when the water rises to and into the lips of the Glarus people they will not leave off their hatred, envy, distrust and self-love, each follows only his own lead; to be just, there are exceptions, but they are the grains of Gold in the sand on the shores. On the same day at 7 P. M. the $\frac{1}{2}$ year old child of Henry Stauffacher of Matt. died, it was bound into a pillow and placed over night in a small boat on deck, and next morning the 29th committed to the waves with like services as before; we sang the 142 hymn. This day we again had storm, but our fear was not now so great because we were more accustomed to it, and we knew that there was not much danger even with great storms on the high sea, unless they become cyclones and raise great masses of water out of the sea to great heights and carry it along many leagues. Should a ship have the misfortune to be in its path it is helplessly lost; they are termed waterspouts; we saw none such.

On the morn of the 30th the storm quieted down and we had fine weather and good wind all day.

The 31st was a splendid day with bright sunshine, we sailed 50 to 60 leagues in 12 hours. This fore noon at 10 our ship had sailed just half the distance of our voyage, the other half we might make with favorable winds in 10 or 12 days; but it might take 20 or 30. So we passed the joyous month of May on the water where no blossoms or flowers perfume the air, but where we suffered fear, sorrow and pain, with but few joys between. Only a firm confidence in God, and the hope that over there in America a better future smiles upon us inspires and keeps us from despair.

Sunday the first of June is again a day of pleasure if one dare enjoy pleasure here. In the brightest sunshine all day the ship ran through the water like an arrow, without rolling; the most of the people [who] were on deck sang, jested, smoked and disputed. Only I and a few others were confined to our beds. Yet I do not for an hour wish myself back into my valley of sorrow. The voyage of life often leads over heights, but the harder the climbing the greater the joy after reaching the goal. Everything bears witness to God's wisdom. When one has always partaken of the good then there is no longer pleasure in its enjoyment. We have thus begun June well, and hope to see its end as good, for then I trust we will be on the land. The second is like yesterday clear and bright with good winds. I was enough better to be able to work, for the people pressed me much for tinware. The third was also pretty fair. We have had it quite warm for several days so that we sweat in our close berths without covering. We imagined we scented American air.

Today the 4th we made less progress, yet some, for we had only side winds. This evening we again had an unusual incident. The wife of Hilarius Wild of Schwanden who was pregnant suffered pain all day, her husband asked if possibly they were pains of labor, she said it could hardly be as the time of her delivery was not until August, but this evening she was delivered of a premature but living child. It lived until morning the 5th, when it died and was

consigned to the waves. This day I again had to keep my bed, and I lay unwell to the 9th during which time I could neither work nor keep up my diary. Am even now not strong enough for anything. Every day unfavorable winds so that we have now to sail in this direction, then in the opposite. This day the Captain made us a present of a pig weighing 50 lbs. It was dressed and divided among all the passengers, it made small portions about $\frac{1}{4}$ lb. each, but even so little refreshed us; it brought my health back for we cooked a good potatoe soup with our portion. Oh how we relished this meal! No prince at his grand table could be more contented than we were at this moment. At home with our usual food we think nothing of it. So circumstances may change. But everything has its good, in this way we learn to value even the little things. The wind remains unfavorable in the night of 9 to 10th; the ocean was quite uneasy, but this did not affect us any more, if we only had more and better food, for the people in consequence of seasickness and dysentery are so depleted, that most of them really suffer hunger.

This morning there happened an unpleasant dispute between the leaders, and some of our parish members, who had all along distinguished themselves by their selfish lawless conduct. I need not name them they are already known. They cursed continually at the committee, although that is to blame for our wretched condition yet not maliciously or willfully so, but because of their inexperience. It is surely to be believed that in another year such an undertaking would be better organized, and cursing does not mend the matter; on the contrary makes it worse by still more embittering our already embittered life. It is certainly impossible where there are so many different characters and tempers, to remove all cause of complaint. Had we patience, good sense and mutual confidence things would go better. We could in a gentle manner exhort and teach each other, and not at the slightest obstacles give forth the most shocking oaths and curses, the latter only increases the mutual distrust and hate, especially where, like sparks

in the ashes, some old grudge only waits for a chance to break forth into flames, to destroy the bonds of mutual help which should hold together such a company as ours. We shall need each other's good will and assistance if we are to succeed without double hardships and trouble. Love and friendship should fill the mind of each new settler and he should assist his neighbor gladly. If that condition could be had, we could make a paradise of the world, but it is with our present temper being made a hell of.

On the 11th it was fair with but little wind, so we did not get ahead at all and that is wearisome. On the 12 we had wind enough and too much, causing a heavy storm. In the first days of our voyage when the ship was tossing in such a way, no one dared to think of cooking, we rather suffered intense hunger, now we are accustomed to it no one cares and spite of the storm cooking goes on all day. The kettles were bound fast to keep them in place. In the night of 12 to 13 the storm became worse so that trunks that had been tied and fastened with ropes were torn from their fastenings and rolled over and over. We had to grasp hold of our berths with all our power to keep ourselves from being thrown about. On the 13th again but little wind; it is very discouraging to have one day storm and next day nearly entire calm, for in neither condition is there the progress we so much wish. On the 14th it is again better. This day the ship flew so that no steamship could have exceeded our speed. We saw a ship that was coming from America but soon lost sight of it, on the whole voyage we saw many ships but none came so close as to enable us to speak with them even with the trumpet which Captains of ships use. On the 15th did not run so well; made fair progress in the morning but no headway at all after noon. We saw a fine fish swimming around the ship, a sailor tied a piece of pork on a line and coaxed it and the mate stood with a spear ready to strike, as it came near he threw with steady hand and the points went into the middle of the fish's body; it was a master throw. It was drawn up on deck; it was a beautiful animal weighing about 14 lbs; its green and yellow

scales shone like purest gold. The Captain may refresh himself with it. Morning of 16 a complete calm, we did not move from the spot the whole day and longed for wind but in vain.

On the 17th had some wind, and on the 18th still better. We believe and hope to see land if the wind remains so favorable until next morning. We have so much more cause to long for the desired shore because this day our principal food, the potatoes, were all consumed, and we fear we shall suffer hunger if fate keeps us much longer on the Sea. For one can hardly support life with the portions of other food given us. We could have had potatoes for a much longer time if they had been sound at first. They rotted in the hold and a terrible stench arises from them; it is as if there was a rotting manure heap and yet so driven by want were we that we ventured at the disgusting work of sorting and picking out the few sound ones from the rotten mass. We had now to make use of the horse food otherwise known as hard tack (Zweiback) [twice-baked] already described, and I look on with a sad smile to see human beings for hours whetting their teeth in endeavor to bite and chew it; those who possessed good teeth got along fairly but those not so fortunate would get hungrier as they tried to chew it. It filled the stomach but contained little nutriment. 19th the hope to see land this morning was not fulfilled although we sailed well all night. It is now again nearly complete calm. A few days since we made an unpleasant discovery which very much increased our longing to get on land. I hardly dare to write it; body lice in great number have shown themselves on some of the less cleanly, and it is feared that they will so spread as to infest all of the passengers unless all possible preventive means are taken. It would be anything but a pleasant companionship. For this reason I at once had my long hair cut, for as soon as I heard of the presence of these unclean guests I imagined I was infested, but to my joy the fear was groundless. The one who bred this unwelcome population was from the proud town of Ennenda, his name

is * * * It is well that it was none of our Valley people or we would have great censure.

This evening the little son Rudolf of Henry Hoesli of Diessbach died; he declined a long time and suffered from convulsions. It was sad to see him when sick and not be able to give him any relief. He was on the morning of the 20th with the customary services committed to the waves; we sang the 138 Hymn. Myself and every feeling person can imagine how painful it must be for parents who have loved a child to commit it to the watery elements. We that were born and brought up on the land are unused to such disposition. We think it more comforting to intrust our dead to mother earth on firm land, but when one considers that the water as well as the land is a creation of God and that finally on the day of judgement the reward follows the deeds, then it can make no difference when, where, or how, we must die. If we have only lived so as to be ready, it is well. The goodness of God made itself evident in the case of Barbara, the mother of the dead child; her husband confined to his bed by sickness could give her no assistance in the care of the child. Other friends were weak and seasick and she alone had to watch and care for the dying one, many a time when no one else could venture on deck in the fierce storm, in greatest danger of being thrown down and washed overboard, she went to cook some warm food for her beloved child. This day we again got along swiftly, the wind blew strong and steady from the rear, and I just have heard the report that the Captain has said that even with moderately favorable wind we would see land tomorrow afternoon. How glad we would be if it prove true.

On the 21st our hope is again cheated. No America in sight yet. I have determined to believe no more reports; what the eyes see the heart believes. I shall trust only my own eyes. This afternoon it rained harder than I ever saw it before; it ran in streams for an hour, and it was sultry to suffocation, all of the passengers below crowded for air to the openings. It is remarkable to notice for us, that

the days are fully three hours shorter than at home. In the longest days in Glarus it is lighter at 2 A. M. than here at 4 A. M. At 8 in the evening it is already night, and that impresses even an uneducated person that there is not such a great difference between the longest and shortest days as in Switzerland.

On the 22nd again a weary Sunday. The people at home are no doubt walking through fields and meadows, stretching the potato tops to mark their growth. In our thoughts we wish ourselves there for a few hours. Weak winds in the morning, stronger in the afternoon, still no land in sight. On the 23rd a heavy storm tossed us around considerably. On the 24th a ship coming from America came at a signal from our Captain so near that they could speak with trumpets with each other. I could not understand English but gathered that the ship was bound for France. Many people were on board. Afternoon another met and passed us. The splendid wind chased our ship through the waves like the best steamer, let us see if there is nothing new in sight by morning. 25th and 26th both days nearly total calm, so near to land and not be able to move from the spot is nearly unendurable.

The 27th the most joyful day of the whole ocean voyage; about 10 A. M. a coasting vessel came up and they asked our Captain if we were in want of provisions. I presume the Captain answered he was not for the boat left us again. About 11 o'clock the joyful cry Land! was heard. All who were not already on deck streamed up, myself among the latter, and really we saw what resembled a row of great trees. The American flag was at once hoisted on the foremast; every body expressed their gladness and thanked God, and I believe most sincerely from their hearts, for whoever has lived through 46 days of such misery, even the most hardened is glad to be redeemed. We waited with impatience until the expected pilot should come who was to guide our ship to the coast. At last we saw a coast vessel approach us with lightning speed and at 6 P. M. the man boarded our ship; the boat that brought him turned and with all speed

departed leaving us way behind in a short time. No one who has not had our experience can imagine what enthusiasm reigned among our people; the faces were all changed, and one could read joy and gladness in them all. At once all our privations and troubles seemed forgotten.

On the 28th, this morning, my eagerness drove me on deck at half past three, it was quite dark so that only the light houses on both sides were visible which guide the voyagers safely along the dangerous coast. The first mate in reply to my question when we would arrive at Baltimore said if the wind holds well we would be there this evening. He said he had never sailed so swift during the whole voyage as now, and indeed, it is astonishing what speed the wind awakens when it comes from the right quarter; but one can imagine when 16 sails great and small are plump full, that it makes power that would tear down great cliffs. This morning we asked to be allowed to gather and keep the cooked, uneaten food. The answer was that first we were to throw overboard our bedding straw, pull down the berths that had been fastened, and cleanse the ship. This order made motion; every one who had hands laid on with hatchet and hammer and in two hours all of the 83 berths were laid aside; now we wanted the promised food; there was considerable commotion when the mate declared that as we wanted to draw rations before usual time each must sign a receipt therefor. He had strict orders to issue food only once a week on Tuesdays, and as we were now only in the middle of the week since the last ration day, he could only issue for a half week; well, we had to be satisfied with that much. In the afternoon the wind slackened, and the evening brought even head wind, so that the anchors had to be thrown. We remained the whole night in this condition with no straw or berths to lie in, so some slept on their trunks and others on the floors.

On the 29th morning the anchors were hoisted again, and we sailed ahead with light winds until 5 P. M. when the anchors were again thrown as a heavy shower broke upon us, but had to remain so only an hour as the shower passed

away, and we sailed with incredible speed towards the harbor, so that when darkness came we were as close to land as we could sail. The same evening the port physician came on board, and the Captain returned with him on shore. I would like to describe the gladness which ruled among us, but I believe even the most learned could not compel his pen to describe it, let alone an unlearned person as I am. We lay this night as on the previous one on our baggage, and on the floors, on the ship. Before we retired however some of our best singers sang several songs splendidly, so that even the sailors crowded around and applauded. The sons of Fr. Legler, Sr. sang especially well, and they also were of the most helpful of our company during our voyage.

On the morning of the 30th everyone put on their best clothes; the leaders intended to call on August Dieselhorst to whom we were consigned by the scoundrelly shippers in Amsterdam, but we had a lack of confidence in the ability of the leaders, justified by our experience, so that we decided to elect a committee of three to join the leaders & to take part in their work. I was one of those so selected. We went together to said agent, but we accomplished nothing, he charged us eight dollars per head to St. Louis. We ascertained that he had no authority to contract passage farther than Pittsburgh and there we would again have to make a new contract; rather than run the risk of losing a portion of our passage money by charges from other shippers, we declined to further deal with this man. We made inquiries for the firm which was to pay us the reserve fund promised us at Amsterdam by Councillor Jenny. We found the firm but they knew nothing of any fund to be paid us, which ignorance we invariably find, when anything for our advantage is sought. This afternoon we received notice to remove our baggage from the ship at once or it would be thrown overboard. We went at it head over heels, and loaded it and carried it on carts to our lodgings. I then wished I had not so much baggage, as it was a very great trouble. I lodged with a German landlord named Konrad

Buschky a good friendly man, for Breakfast we had coffee, bread, butter and sausage. Dinner — soup, meat and vegetables. Supper like breakfast; our beds were bad, on the upper floor cloths had been laid on which most laid, others sat up the whole night in the guest room. We paid $12\frac{1}{2}$ cents a meal, and for sleeping 3 cts. a person counting two children as one person. An American dollar has 100 cents, a five-franc piece 94 cents.

June is now ended. When I closed my diary for May I thought that by this time we would be on the land which has been bought for us, but of course it was a vain hope. On the 1st of July all of the men of our company went on a hill near the city where we discussed our further plans, especially as to which of the three shippers who desired to ship us we should entrust ourselves. Leader Grob showed their references and it was resolved that the committee last formed, of which I was one, should conclude a contract with a Jew Abraham Cuyk. Everything was arranged to save money; we paid for each person 20 francs, children from 4 to 12 two for one, and under 4 free. It is understood that we provide our own food. Our baggage was weighed and we had to pay \$1.00 per hundred for all over 100 lbs. to each person, these outlays exhausted our treasury. This day we saw in Baltimore a ceremony performed such as none of us had ever seen. The great general and late president Jackson who had performed great deeds for the liberty of America had died, and these were his funeral obsequies, seven thousand horsemen in double ranks, the first column in black pants and vests and white jackets trimmed with black ribbons and crape rode on splendid white horses, the officers at the front. Column after column rode, each with like colored horses and clothing, and splendid processions followed each other the whole day. The principal doings I did not see, but read about them in the newspapers, but my pocket diary would not have room for the description. Honor to the great man who like Cincinnatus of old Roman times was several times called from the plow to head the armies of the nation and

its councils, and always acquitted himself well as statesman or soldier. This evening we had some business as already noted. We had received a present of 18 florins from Mr. Blumer and 100 florins from Councillor Peter Jenny with instructions to aid the most needy when necessary. We had two families who were bare of all money, and therefore could travel no farther than Baltimore, they were Andr. Steusey of Reiden, and Andr. Kundert of Ruty, each had a wife and child, one of them had an offer of employment. So the leaders after consultation agreed to give the two men 15 francs which they received and divided.

The night of 1st July to 2nd will never be forgotten by me. I was suddenly attacked with sickness coupled with terrible pains in my bowels so that I thought I should die. I was easier in the morning but utterly weak. The 3d morning we bade farewell to those left behind and went to the railroad a league from the city; this day was the gladdest and best of the whole voyage until now. The first time in our lives riding on a railroad we never tired of seeing the sights. We rode with the speed of the wind through splendid country and shaded valleys — the eyes rejoiced in the many pleasant changes; the rich grain fields, the fine orchards, the tasty dwellings proclaimed to us American comfort and wealth and so controlled by these sensations we came in the evening to the Susquehanna river. There we got out of the cars and passed over a bridge two miles in length into the town of Columbia, which lay on the opposite shore. We went to the Golden Eagle tavern where we had supper at 14 cents per person. After supper until late at night we had to perform the hard labor of carrying our baggage from the railroad to the Canal boats which were to bring us to Pittsburgh. We slept in the boats the same night, but how,—not much better than if we were a flock of sheep. One may imagine how 30 to 35 human beings were pressed like herrings into a space 12 by 7 feet, many had no room even to sit and were obliged to stand all night as if they were sentenced to the stocks.

On the 3d July we left Columbia. Each of our boats was

drawn by one horse, which at stated times was relieved by another which rode along in the boat; there was no stop except at the locks, where the boats were raised higher, usually a few houses stood at each lock where we were able to purchase food, the men usually ran out at the stops and hurried to get food in time. The people, mostly Germans, took advantage of our hurry and prices were raised on us in proportion to our eagerness, it seems they are infected with avarice and deceit. The farmers are said to be hospitable and honest.

So came we Sunday morning the 6th of July at 9 A. M. to Hollidaysburg. I cannot name all the towns and villages we passed. At this place we lay the whole day because on Sundays all business rests. We cooked in the open air on fireplaces hastily erected, and prepared sufficient food to last us next day, for the Canal stops here and our boats with all therein are loaded on railroad wagons,¹ but this is easy — the track runs into the water, the cars are let down, and the boats floated on them and the load drawn up the incline by means of a wire rope attached to a windlass worked by four horses. This morning at 7 the train of wagons started, it is astounding what human hands can do. Sometimes the train was drawn up steep inclines by a wire rope and steam engine, which pulls up on one side of the mountain and lets down on the other; at the levels, sometimes locomotives, at others horses, pulled the train and sometimes down easy inclines neither was used. We went fast enough without. Sometimes we passed through tunnels under mountains; it is an astonishingly costly and bold

¹ This mountain-climbing road was a division of what afterwards became the Pennsylvania Railway system. The distance between Hollidaysburg and Johnstown was 37 miles, and the road attained in one place an elevation of 2,491 feet above sea level. It was completed March 18, 1834. See Flint's *Railroads of the U. S.* (Phila., 1868), pp. 87, 88. Flint says: "There were two very long incline planes, at the top of each of which two stationary engines were placed, and were worked with the usual endless rope. Four cars were drawn up and four were let down at the same time. A safety-car attended each trip, and could stop all the cars, in case of accident to the rope."—ED.

enterprise. This evening brought us to Johnstown where our boats were again let into the water of the Canal. We started in the night, everything went well until about 2 o'clock A. M. we got stuck in the shore and had to remain until morning when with our help we again got afloat.

The 8th, nothing of interest happened; we were kept busy admiring the gigantic work of man over which we were passing—tunnels through solid rock which took 5 minutes to pass, lined partly with natural rock, partly with hewn stone, alternated with bridges over great streams—all works of which Europe has no idea. Sometimes the route is through lovely wooded valleys, again over smiling regions where log houses alternate with splendid dwellings, in front of which we frequently see ladies in bonnets and fine clothes, milking cows; but so far as I could observe that is about all the work they do, for we saw even in the log houses such persons sitting in rocking chairs clad in bonnet and shawl with folded arms like grand ladies.

On the 9th we had a revolt with the crew. Some of our people had stepped off to buy food, and as the boats did not stop for such purposes they naturally fell behind so as to cause them more than two miles quick marching to catch up. When they came they requested that the boat be hauled near shore so they could jump aboard; the boatmen refused; we insisted with a great deal of noise and I was about to cut the draw rope with a hatchet when the crew concluded to grant the request; afterward we were shown more consideration. This evening we arrived at Pittsburgh; as we floated into the city our singers sang several Swiss songs which attracted hundreds of people to the border of the canal and to the windows of the adjoining houses.

On the 10th, forenoon, we viewed the city. It is laid out on a grand scale—broad streets with walks on each side, splendid churches of which the English Catholic is the finest. It is a grand temple built of hewn stone, with a flat roof surrounded by a gallery and a great copper dome in the middle; it is situated on a height and overlooks the whole

city. There are numerous other fine churches, especially noticed one built in gothic style. We noticed the ruins left by the terrible fire which devastated the city that spring, and which in 6 hours had destroyed 1200 houses besides some churches and a fine bridge. They are rebuilding however with the usual American speed and I believe that at the end of this year there will remain but few traces of the fire. Most splendid buildings have Phoenix-like arisen from the ashes.

I found Mr. Jost Ruch from Mitlödi [in Glarus], an old friend; he is a milkman, he brought me and wife and another friend Barbara Blesi; he treated us to good wine in a hotel and kindly invited us to go with him to his house a mile from the city. After much search we finally found the Grob Bros. and required them to give an account of our regular and extra expenses so far. They made a claim on our Company for 32 florins due them, we demanded at first and wanted vouchers for this claim which they could not furnish, but after much talk the amount not being for any one individual to pay but by the Company, it was finally allowed and paid. After this was settled we discussed as to how the remaining 85 florins were to be disposed of; the direction of the giver was that it should be expended for the benefit of the most needy. I with others were for the carrying out of these directions, but that was the hardest task of the whole voyage to so expend it. To be sure there were several families entirely destitute of money, and in consequence had to remain in Pittsburgh; but among those were such as had lived better during the whole voyage than the others, who paid for sleeping in soft beds while others more provident were satisfied to lie on hard berths. It was finally decided to divide it equally among all, which gave each person $37\frac{1}{2}$ kreuzer [$18\frac{1}{2}$ cents]. I and family and a number of others went to Mr. Ruch's place and were entertained with most generous hospitality with the best in the land. At dusk we returned to the River and the Steamboat where we had already taken lodgings, although [we had] not yet contracted for passage. Had just got on board when the wife of J. C

Legler was taken with pains of labor and in half an hour she was safely delivered in greatest quietness of a boy. Mother and child were well, although they lay in a berth near the boilers where the heat was smothering. These steamers are different from the European. The freight is packed in the lower hold, the Engine and Boilers are in the second floor as well as the kitchen and the cheapest class of passengers. And it is unbearably hot, the boilers are forward, the engine is simple and merely drives one propelling wheel in the rear of the boat. The third floor is the Cabin extending nearly the whole length of the boat, on both sides of which are the state rooms; in the center is the Saloon furnished with greatest American splendor — the floors covered with finest carpets, chairs, pictures and mirrors in the latest fashion; from the ceilings hang ground glass globes in which lights burn in the night. Great pitchers filled with ice water on the tables: in short all of the conveniences of a grand house; three times a day meals are served in best style such as we in Switzerland only serve on great occasions. Refreshments of all kinds can be had between meals. On the upper deck is a little room with windows for the steersman. The cabin passage is better, but the other worse than in Europe; there both classes are on the same deck, but here the one who has money walks over the head of the one who has none.

On the 11th, morning I again visited Mr. Ruch accompanied by Fr. Legler, Jr. to get my family which had remained there. We had an American breakfast and then all returned and embarked on the steamer or rather in the purgatory. But before writing further I must describe Mr. Ruch. In the year 1817, driven by poverty from his birth-place Mitlödi he served as servant nine years until he had saved some money, then he bought land and he now owns \$300,000 of property and a homestead on an elevation surrounded by fine gardens that would be the envy of many a German nobleman. Inside one would hardly imagine himself in the abode of a farmer, but in that of a grand capitalist; from the threshold to the roof the floors and stairs

are covered with costly carpets; everything one sees bears witness of wealth, yet the owner of all this is not too proud to haul and deliver to his customers their daily supply of milk. He had two houses burned in the great fire in the city — several years ago he sent for his old mother in Switzerland and she now lives with them in plenty, enjoying aside from her old age fair health. Should this writing ever reach my dear home, he sends greetings to all old friends and relations. He came to us on the boat before we left and strongly urged us that we do not settle on land until we should have some money to work with; for unless we had we should, spite of the greatest industry, surely perish. I could have had three chances to work at my trade in Pittsburgh for \$1.25 per day to begin with; and afterwards more, but I declined, for if it be possible I will have some land, for a mechanic cannot rise as high as a farmer, although he may also make his fortune. Food is cheap in Pittsburgh. Hogs' heads could not be seen laying in the streets as some of us had been told at home, but we could buy them smoked in the shops for 4 cents a pound. Mutton same price, beef 6 cents, a glass of schnapps 4 cents, hams smoked 8 to 10 cents the larger the cheaper.

This day we made a contract with our Captain to carry us to St. Louis at the rate of 2 dollars for each person over 14 years, 8 to 14 counted two for one, under 8 free, with 100 pounds baggage free for each full passenger. We laid in provisions for a couple of days and towards evening left the city. We steamed pretty fast until 10 P. M. when the boat halted until morning.

On the 12th — Again steamed along; in the forenoon our boat ran into another, we supposed from the crash everything was in pieces; we found out it was done intentionally because of rivalry. This does not occur seldom, that they greet each other by destroying each other. Luckily our boat remained the victor this time, although damaged some. It is unpardonable that the crew should perform such dangerous feats and risk the lives of 250 people on this boat. It is said to be prohibited by a penalty of \$500 but they

care nothing for that. We again steamed along fairly until evening; when in the middle of the stream we saw on a sand bar two boats laden with coal which they offered for sale to passing boats. Our boat sailed towards them to get fuel but owing perhaps to the inexperience of our steersman we got stuck in the bottom. We thought we could get off again this evening but as usual were condemned to delay. Other boats came along to assist us, our baggage and much other freight was put on flatboats. The most of the men including passengers were required to get on the bank and push with all their might against the vessel; but all in vain, it moved not from the spot. I and some others including some women and children were on one of the flatboats and without notice were carried to the shore and there left nearly naked without food to eat. This evening I count not one of the pleasant ones of the trip; I had laid my two children to sleep near a stairway on the boat out of the way of people, and my wife and I were on the shore—imagine our anxiety. I could not get to them and none of our friends had seen them. My boy got up in the dark and fell into the hold. The Captain carried him up again unhurt. When I returned to the boat and found that this had happened, I made some noise. Those who had been put on the coal barges had to remain there until midnight until they were taken off, and then while being brought to the shore their boat upset and some of the men were nearly drowned before they were helped out of the water. Who would have imagined such things at home. We imagined golden mountains with air castles built upon them. The greater number of the passengers came on shore and we made fires and cooked outdoors, and slept this second night under God's free heaven. We were able to buy some food in a neighboring farm house but at extortionate prices; pint of milk 4 cents.

On the 14th forenoon, we came again on the boat, which had during the night been moved about a gunshot distance, with greatest exertions of men and steampower, so that it had water to float in; we then floated down the Ohio. Our bag-

gage was in a flatboat; after sailing a few hours they again desired to land, but as they always turn the bow up stream when a halt is made they in this instance had not calculated the distance properly required to make the turn; the result was, the propelling wheel struck the shore and broke. After repairs lasting until evening we proceeded and arrived at Wheeling, here a halt of a few hours was again made. This city was founded by Germans but the language is lost; one seldom finds a German-speaking person; in the night we again started.

15th This day the Captain made inquiries for me on the boat. I found him on the deck busy with a day book; he sat down by me with an interpreter and put a hundred questions to me. Why had we come to this country? How large was our country? How formed, what were its products, what wages? How was the climate? What our religion, government, laws etc. During the whole conversation he expressed a pitying astonishment. No wonder, said he, that so many thousand human beings come to this country. He said further, a day laborer can earn so much here in a month that he can buy a piece of land larger than many a husbandman has with us. I also put several questions to him, principally referring to our company. He said he had heard our people had but little money left, but as our land had already been bought for us we had not that to provide for, so that there was no risk of our starving; to be sure our beginnings would be hard, and he deemed it better that we stay in St. Louis and get work of which there was plenty, then in the next spring go on our land with more means and experience. And he strongly endorsed what we had often before heard, that 20 acres was little better than nothing, that it would not pay the labor to build a house and barn on such a small tract. And he strongly urged upon me the unwisdom of going upon land with such a trade as I had, which he counted one of the best in America; and with which I could earn \$2.00 per day in St. Louis. That with my slight body and strength I would be too weak to clear the wilderness. That I should work for wages a

few years, then if I wanted land I would have means to buy some near some town; it need only be large enough to provide for the necessities of life from its products. I could still work at my trade and sell its product in the town or city. In this way I might in a few years become a man of means. I replied that the land had already been bought for me, the money laid out. He replied that it was not even worth while to talk about 20 acres of Government land; and becoming somewhat excited said, if you dont want to follow my well meant counsel, you may go into the wilderness and work the hide from your back, if you prefer that to the other way, by which you may live like a lord.

16th During yesterday's conversation the Captain told me that we were all to land today, that I should so inform the passengers so that he might count them, and this took place today. We paid him one dollar per person and he gave each a ticket to Cincinnati; today we arrived at Portsmouth and halted but 20 minutes, so we saw nothing of the town except some houses from the river. Many of them were like palaces. We in haste bought some food and ran on board again for no one desired to get left.

17th This morning at two o'clock we arrived at Cincinnati. We had thought that the same boat that brought us from Pittsburgh would take us to St. Louis. We had made the contract with the Captain to the latter place but it was announced that our boat went no farther and our contract was cancelled. So we sought to get passage on another vessel. I went on one, and found the mate who spoke very good German, and made a contract¹ with him for St. Louis which was a little more to our advantage than that made

¹ The following copy of the contract with the captain is given on a fly-leaf of the diary.—ED.

CONTRACT WITH RIVER CAPTAIN.

The Captain of the Cincinnati Steamboat undertakes the Swiss Company under the following conditions:

Persons over 14 years \$2.00 Children under 14 to 8 years reckoned 2 for one person, and under 8 years free.

In consideration therefor the Captain binds himself to bring us as speedily as possible to St. Louis, and we are also assured a place for cooking and sleeping also wood and light; each person has 100 lbs baggage free, the overweight must be paid at 30 cts

in Pittsburgh. Each person over 14 pays a dollar, from 11 to 14 two for one, and less than 11 free. 100 pounds baggage free, and over that 20 cents per cwt. We had better accommodations, for the people were divided on three boats, but the greater part are on ours; there were 32 berths in tiers of four. This is for us much more convenient than on the last, where we had to lay on the decks so that our bedding was often wet through from rain and river water. Today we had an unexpected visit from Thomas Streiff of Schwanden; he works here in a factory as engraver, he said things were well with him, that he had no desire to return home, but at first he had had fearful hard times, that he had long been sick, his wife died; it must be a great grief to lose one's beloved ones in a strange land. Hilarius Wild and wife and little boy remained here, and they will probably live with Streiff in one house. Some of our people had dropped off at all of the principal places we touched, Baltimore, Columbia, Pittsburgh and Wheeling and remained; and should we not find Judge Duerst on our arrival at St. Louis we shall be compelled to remain there, for once there unless we find directions we will not know in what direction to go, like a flock without a herdsman.

The 18th Today I looked around some in the City; it is one of the finest and largest in the United States; the streets are paved and broad with walks on each side over which cloths are stretched; they cross each other at right angles. The houses are all built of brick & furnished with extravagant splendor. I found none in which anything could not be bought; the shops are termed stores, and are filled with goods of such quantity and splendor as to excel even the

per cwt. The one-half of passage money will be paid in Pittsburgh, the 2nd half in St. Louis after proper fulfillment of the contract. This contract shall be drawn in writing and each party receives copy thereof.

[Not signed.]

Cincinnati, July 17/45.

The undersigned Captain of the boat Wing and Wing has concluded a firm contract with divers families for St. Louis. Prices as follows Each person pays one dollar Children from 11 to 14 half, all under 11 free, each person has 100 lbs baggage free, children who pay, 50 lbs. the overweight 20 cts per cwt. the passage must be paid by the passengers when we arrive 25 miles from St. Louis.

JAMES BUGLER, Capt.

large cities of Europe. Cincinnati, the principal city of Ohio, is nearly in the middle of the Union, is growing with incredible rapidity; and it is believed as she lies in the center she may in a few years excel Washington and become the Capital of the Union. There are 72,000 inhabitants.

Meat of all kinds is very cheap here, for 50 cents one can get a fair small dressed sheep, smoked hams 6 and 8 cts a lb. and it is said that each winter over 100,000 hogs are slaughtered—the heads and insides are all thrown away. A half gallon of grain brandy costs only 16 cents; a cent is the same as a Zurich Schilling, but wine is dear because it all comes from Europe—of course we did not indulge in any. The beer is sweet and 3 cents a glass, but I did not like it.

On the 19th. Today our boat the *Wing and Wing* left about 11 A. M. The steersman said it went very fast and that it would catch up to those who had left the day before. This morning our company was again increased by a new member. Rudolf Stauffacher's wife gave birth to a boy, so quietly that persons quite close by neither heard or saw anything of the event, until the child was in the world. A human being can exert great control when she must and will; this is the third birth on our voyage and in all cases the event was quiet, whereas at home there would have been a powerful noise. The cheapness of food yesterday had tempted many to buy a large supply of fresh meat, but today the greater portion had to be thrown into the river because of the intense heat causing decomposition and a horrid stench. For the last two nights we have had that plague of America, the Mosquitoes. Many of our people are so full of scratches and swelling as to be nearly unrecognizable. Others have swollen hands and feet from the same cause. They are small long legged flies which only come at night. This evening we came to the town of Madison, in Indiana. We could not get into it because halt was only made to take some freight on board. The prospect towards the river shows splendor and wealth like all American cities.

The 20th. This morning just before dawn we arrived at Louisville, a blooming city in Kentucky, four of us went into the city and in order to save space in my diary will remark that what I have said about other American cities applies here. From this place down for two miles, the Ohio is not navigable, therefore a canal was built which carries the largest steamers, and this 12 mile Canal has cost more money than all the highways in Glarus Land; its bed throughout is blasted in the solid rock and on this rock there are walls on each side 8 to 10 feet high, on top of that there is a cemented embankment over 50 feet wide. A splendid bridge of three arches built of hewn stone crosses it, and near its outlet into the Ohio are three locks close together so that the largest vessel can be raised or lowered 30 feet; just now the water is very low in the canal and our men, women and children had to travel the whole distance on shore to the outlet; but we had plenty of time as it took the boat two hours to make the distance, for one of the wheels was broken on the rocks and it had to be pulled most of the way.

The 21st. We had again the luck to run aground today, but got off in three hours and steamed bravely farther.

The 22nd. Today about 10 A. M. we steamed into the Mississippi, the water is very muddy and full of drift wood, just like the forest torrents after a heavy rain. If I could wish all the wood I see stranded on the sand bars, into the parish of Diessbach, they would have no need for many years to distribute their Beech parcels. Likewise if I could distribute to our poor at home all of the food that is thrown away on the steamers, we would need no poorhouse or poor act, for no food is served the second time—all that is not eaten the first time is thrown away, not only on the vessels but also in hotels and dwellings. A proof that there is not only enough, but the greatest overflow in this country. Today the first mate, who speaks German well, requested me to give him a full list of our people. I made him a table according to families and age, and who was to pay full or half fare or were free.

The 23rd. The mate called me and I went with him to collect the fares; this done I asked him for a receipt; he said he could give me one as soon as the baggage was weighed and payment made for extra weight. Afternoon it was weighed and we had in all about 1800 lbs extra. We arrived this evening at St. Louis, and many Glarus people who lived there greeted us kindly, C. Wild, Henry Hosly, Fr. Blesi, Paulus Kundert; Fr. Schesser most interested me.

On the 24th. This morning there were lively times on the vessel, everything was packed into trunks and boxes and we put on our best clothes and I went with my family to visit C. Wild, but as we came into his house we found that his wife was sick unto death and he could therefore in no way entertain us, so full of grief was he. He owns a new house in a fine part of the city and has a fine fountain with good water. We returned to the city and met H. Duerst with our baggage. I was glad to meet him and we rented a room wherein three families of us lived, cooked and slept. We paid \$2.00 for a month in advance, the same if we only occupied it 8 days. The other families are scattered here and there in groups of two and three.

On the 25th we all met together and held counsel as to our future movements, as we had not here found the experts sent to select our lands. There was however a letter from Messrs. H. & W. Blumer [of Allentown, Pa.], which informed us that the two experts, in Company with a Mr. Frey who had been added by Blumer, were in Peru, Illinois. So our company decided to send two men there and these two were Paulus Grob and myself. We went immediately to the river inquired after a steamer bound for that region. We found one which however only went as far as Peoria, 70 miles this side of Peru, as owing to the low water none could go farther. We make a contract to take us both to Peoria for \$3.00; and in case we returned and got passage for all of our people, that amount was to be deducted from the passage money. We informed our company and they were satisfied with the bargain. We reckoned that both of us would need 16 5-franc pieces for

fare and expenses. The Diessbachers gave me 8 of them, but with the condition that I keep separate account of my expenses alone; when I informed the others that they were to contribute the remainder there arose a great lament; no one wanted to give, although the expense was for the benefit of all. There was contention in which each accused the other of selfishness and greed; precious time was thus wasted, and our Steamer left without us, and two days were again wasted.

On the 26th. This morning the Diessbachers all came to me at my lodgings and declared if the others would not assist they would send one or two men alone. I told them I dare not venture such a trip alone. We went again to the others and agreed as before to send two. So we again went to the river and engaged passage on another boat going that way; it is entirely new and is to make its first trip and we are its first passengers.

On the 27th. We paid our passage \$3.00 this morning to Peoria, and left the Mississippi and entered the Illinois River.

28th. This forenoon we started and it took four hours of hard work to move the boat from the spot. Much of the freight Salt, Whiskey and Sugar had to be loaded on a flat boat. In the night the Mosquitoes tormented us so that we could not close our eyes from night till morning. My hands were all swollen as if I had the worst kind of itch. This evening we asked of the Captain, knowing that there were only two or three cabin passengers, if he could not for a small recompense allow us to sleep in a little room, as we had no bedding at all and had for two nights slept on floors and boxes without a particle of bedding. He let us know that if each paid one dollar he would provide beds for us. Of course we could not accept this, as we were now travelling at the expense of poor families. Thereupon a German, who had however been here over 40 years, gave us some bedding to use. We had hardly laid down when the boat again got stuck. Then arose a terrible thunder storm such as only America can produce. One peal followed an

other close. In one respect we were glad of it for we believed the rain would raise the river; for nothing is more annoying than to desire to get along as fast as possible to carry out our mission, and then to be stuck on one spot.

29th Not until 9 A. M. today was it possible to move our boat slowly from the spot; we then steamed with various degrees of speed until at 3 P. M. we again stranded. We tried our utmost and every one who had hands worked at the windlass but all in vain; toward evening another steamer came towards us which also ran aground, but through the efforts of their crew were able to get off in two hours. Both Grob and I looked longingly at the vessel for we believed it possible that Judge Duerst might be on it, but although the two boats came so close as to touch we were unable to discover him. A dreary impatience possessed us because of our delay; we laid us down but little sleep came into my eyes, partly because of the Mosquitoes, but principally because of the many people almost destitute of everything, that were waiting for our tidings at St. Louis. And we are having such a tedious trip.

30th. This morning all of the power and muscle on the boat was again applied to get us off. The wood was all used up, and we all went into the woods, the Captain included, and carried out wood; the steam power was raised to the highest point and about ten o'clock we again moved, but only four hours did fortune favor us; at two o'clock we were again stuck but only for an hour; towards evening we reached the village of Pekin and made $\frac{1}{2}$ hour's halt; we used the time to purchase from a German, Swiss cheese, but made in America, and bread, for we had not provided enough in St. Louis for us, and on the boat food was too dear. We started and hoped to be in Peoria for night, but we stuck once more 5 miles from that place.

31st. Today we rose at dawn and as our boat was aground as if it had grown there, we went on a flat boat also the crew; but you can imagine what snail's pace it was — a boat manned by only eight men loaded with many tons of freight to row against the stream; and some of them so drunk as

to fall in the water at times; we only arrived at 12½ o'clock in Peoria. Here good counsel was scarce; we inquired at the Postoffice how far it was to Peru and the fare; it was 75 miles, they demand \$4.00 for each of us. We could not agree to that for we had only that much money in all with us. As there were no boats for Peru we had to march to Rome, a small village; here we met a German tailor, a friendly good man, he told us that near by a farmer named Underhill owned 1,000 acres enclosed land which he would rent in small or large parcels; it was plowed and he would supply tenants with cattle, tools and food and necessities on credit and that his rent could be paid with produce. The rent was \$1.00 per acre per year, or if one prefers, one third of the products. Dwellings were on the land and nearly all of the village belongs to the same man; and as it was called Rome, he was termed the Pope. The tavern in which we lodged belongs to him; we had to pay for lodging and two meals, one dollar for both.

August 1st. This morning I went to the German tailor for whom I mended three tin dishes, while my companion Grob wrote a letter to St. Louis to report our trip so far. This tailor named Brodbeck urged me to settle here because there was no tinner here and the town was growing and much building was done. That although he was a tailor he had often mended tinware for farmers, for which they paid well; and as I understood working in copper and iron, I would find a bright future. I might first rent a few acres then buy. That he also came poor into this country and now had 2 cows, 4 calves, Hogs and a horse, a pretty house, and a good young wife, but I could not stay. We went always on foot, for the fare for us both was \$5.00 to Peru on the stage. Our road led us through regions that would rejoice the eye of the most despondent, many miles over the Prairies on which countless herds of cattle could have bathed in the thick rich grass. Then again through pleasant woods, good water everywhere and pure air, here and there a settler; at times we stopped and asked for and received buttermilk. We strode forward stoutly, neither of us quite sure that

we were following the right course, until about 2 P. M. we came to a farmhouse where we drank buttermilk again, and by signs asked the lady of the house to give us some dinner, which she promptly did and prepared us a good meal; we had Coffee this time and also Salad. In our Glarus land there is many a so-called hotel that could not entertain and provide as well as is the usual custom in even the poorest loghouses here. After we had refreshed and rested ourselves we sought to go farther, but it is tiresome to travel over fields where for miles there are no houses or shade trees to be seen. No water to quench our thirst, and for many hours meet no human being who might give us information, and those we meet we cannot make understand us; it is difficult to find out the names and distances of the different places. Some of them appear stupid to us. The oft-praised enterprise and activity of Americans seems to be lacking here; the people are said to work only $\frac{1}{4}$ of the year, half of which they plant and hoe and the other they harvest and gather their crops; the remainder of the time is spent in hunting or other favorite enjoyment or they lay on their backs and smoke cigars. The cattle cause them no care. They come towards the evening to the dwellings and if milk is needed so much is milked as they need, and then they are again driven off to the woods or prairies. Sheep are kept mostly for the wool, the yield of which every year pays the value of the sheep, for it is as dear as with us. The flesh of these animals has little value. We again reached the Illinois River and were ferried across into the village of Lacon; here we inquired of three Bavarian Jews how far it was to Peru, and who showed us the house of a German; he was from Alsace, named Schwarz, who had a large family, some grown sons, who were all very friendly and received us as if we were relatives and fed us well even to cooking an omellette in the morning. These people are only in this country four years, but have very much cattle, sheep, poultry and three horses, 100 acres of Land; it is 35 miles to Peru and we decided to get a teamster to take us the rest of the way even if our money was all to go, and

we be obliged to beg our way back. If only we could get there soon, so as to be relieved from this painful uncertainty. The oldest son of Schwarz hitched two horses to a wagon and drove with speed six miles, where he forded the river to the other side at the village of Henry, from there we rode over a prairie whereon for leagues in every direction no dwelling could be seen, not even a shrub, let alone a tree is to be met, but so much hay that all the barns in Glarus Land could not hold it, and no person to make use of it. Thousands of cows could feed here without the cost of a cent, because it is all Congress land; after passing over this Prairie we came to a log house where our horses were fed, and we prepared our dinner American fashion; after dinner we drove towards the forest and for many miles rattled over brush, stumps, stones, and ditches, over logs that we would saw into boards in Switzerland. So that at first I was scared; once we nearly capsized on a steep hillside — luckily one of the wheels caught in a stump, or team and contents would have rolled over to the bottom. We unhitched the horses and walked $\frac{1}{2}$ mile till we came to a log house where lived a native who came back with us and helped to get our wagon to rights and showed us the proper direction to take. We had to drive with our team up a steep hillside covered with brush; there was no track; when we got to the top we drove a couple of miles through fine oak timber, but still trackless, and our driver was uncertain if we were right but drove on until we came to a house where we inquired the way, with the result that we had to turn back a mile to get the right road; then we drove until evening where we turned in at the house of a German from Bavaria, who entertained us in princely style. We sank deep in his fine feather beds; at our request this man accompanied us to Peru; as he was well acquainted there, we believed he might be able to assist us.

On the third of August arrived at Peru, and stopped with a German cooper and had dinner; afterwards went to the post office and made inquiries about the experts; the postmaster informed us that the three men had gone to Wis-

consin and had given directions in case letters for them should arrive to forward them. Then we were in great straits; our money is nearly all gone, and it costs 12 dollars for us both on the stage to Wisconsin. As we were engaged in fruitless discussion on our condition, a countryman of ours, named John Freuler of Ennethuehls came to us; we asked him if he could lend us this money until we could find the experts, when we would send it back. He not only was ready to loan it, but offered to travel with us although he was at work here; we went ourselves in the evening to see his employer, who did all in his power to induce him to stay, but Freuler resolved to go with us. We had to remain once more overnight with the cooper in Peru. Peru was founded 8 years ago and is not large yet. The Illinois River flows on one side of it and on the other is a mountain. There is only one street through it, there are two churches. It is believed that it will be an important place when the canal now being built shall be completed, which shall connect Peru with Chicago.

On the 4th my companions Grob and Freuler went out about a mile to engage a farmer if possible who would carry us for less money than the stage, but the farmer had other uses for his horses and another asked 30 dollars. So we found it best to take the stage, where we each paid \$3.18. At 8 A. M., we left in an old stage which ought long since to have been retired; besides us three there was a gentleman, his wife and son; we rode in this ancient chest about 16 miles where the horses and stage were changed, but such a miserable conveyance, a farmer's wagon with a torn cover of the kind that gypsies use with us, and a road on which God's mercy was needed; the horses were changed every five hours; for these, it is a pity that they cannot run on a Glarus road. In America everything is the opposite of Switzerland,—here the horses excel those of the noblest lord, but the most miserable beggarly vehicles; there, elegant carriages, but mostly poor mean horses; when the mail arrived at Glarus the horses nearly fell from exhaustion; here, at the end of their stage, one could hardly hold

them; there were always four hitched up and we rode the whole day over prairie vast as an ocean; for many miles we could see nothing but the sky and the meadows, no tree, shrub, house or person to be seen; the eye was lost in its immensity; then came the seam of a forest which reminded me of the time when we first saw land from the Ocean. In the vacant land we saw today, all Glarus would have room,—no one uses it, and the grass rots where it grows; the roads are very poor, when one track becomes worn or impassible another is made alongside so that often 3, 4 or more tracks are thus made. At 6 P. M. we arrived at the village of Stepton, on the Rock River; here we got another driver and changed horses but not wagons; after riding six miles the whole outfit was ferried across the river to the village of Grand Detour, where we spent the night in the stage station for which we paid a dollar for all three, without breakfast.

On the 5th at 3 A. M. we again started in a better wagon and again splendid horses; and at 8 A. M. arrived at Freeport where we ate a hearty breakfast and only 25 cents for all three. In Freeport we had a still better wagon and three more passengers, of whom two were from Pennsylvania and could speak good German. They commended our project very much, they assured us that we would succeed especially well in the manner in which we had planned. We arrived at a station near dark, which lies lonely near a wood, but in which we had a supper at a price equal to that of the Hotel Bauer, in Zurich. Changed horses and wagons and again rattled with great speed until we reached Galena, where we got out in a heavy storm and remained at the stage station over night.

Next morn. the 6th, we had breakfast at a German tavern. Yesterday we rode through a most charming country; even the two Pennsylvanians greatly admired it and said that the people in Pa. had no conception of its great beauty—how much less those in Germany. About 12 o'clock we arrived on foot at Apple River 10 miles from Galena; here we are already in Wisconsin Territory. Lead is mined every-

where, often found only a few feet below the surface and nearly pure; it merely requires melting and casting in forms. 1000 lbs. mineral brings \$19.00. Often a man is able to mine many hundred lbs. in one day, on the other hand many hunt for weeks and find nothing. I have just learned that Captain Enz, who lived at Constance, whom I visited there in 1834 with my father, lives 19 miles from here and keeps a boarding house; at this place we got a team that took us 20 miles; we had walked 10 miles. This place is newly started and I cannot find its name.

On the 7th We did not wait for our teamster this morning, but left at 4 A. M. and walked the distance of twelve miles to Mineral Point by 9 o'clock, and had breakfast with a farmer on the way. After arriving at Mineral Point we again made inquiries for the experts and found that they had bought land 30 miles from here, and were waiting with longing for us, for they had received no news at all from or concerning us. We resolved therefore to travel there as the object of our trip was there—namely, the finding of the experts. A kindly German made inquiries for a conveyance for us, for in a sparsely settled country like this where one sees no houses often for 6 leagues, it is not well to travel on foot especially when one is in haste as we are. We ate dinner and asked if the team were ready; the answer came that we must first pay eight dollars before a start would be made. This perplexed us. We had not seen any money for a long time, and Freuler had only a 20-franc piece left, which we would need for food on the way. So we went to our German and unfolded our condition to him, for we wanted to fulfill our commission at all hazards, even to selling the coats from our backs for the means; but this honest, kindly German did not desert us in our need, he gave his written security for us, and on this they drove off with us. After riding 25 miles we came to a lonely house where we staid over night.

They had told us at Mineral Point that the experts were located only 6 miles from this place, but the people here said it was 20 miles or more further, and it almost ap-

peared to me that an invisible charm kept us from getting any nearer to these men. But we left here this 8th of August at 7½ A. M. and rode all the time until afternoon, when our teamster switched off to the right and drove a couple of miles through a valley, where we finally came to a log house and saw again human beings the first since morning. Our teamster made inquiries and ascertained that they were yet 2 miles further on; again we proceeded to another house, there our driver halted and would go no farther. We however prevailed upon him to at least go with us on foot and show us the direction to take, for there was neither track nor road. A boy showed us along a piece further in the proper direction, until we saw men. Grob and I had taken another direction, but had to turn back because we could not cross the creek which flows through our land and which swarms with good fish. Judge Duerst and Mr. Streiff saw us floundering along, and in the supposition that perhaps we were people of their company, they came to meet us. The feelings that then rose in us, I cannot and will not describe. To all of us came the tears of joy. After the excitement of finding each other had subsided in a measure, we went into the huts they had made at first. You may imagine that from both sides came many questions and answers until late at night. They prepared supper for us — Judge Duerst baked the bread. We also the same evening walked a short distance over our land and enjoyed the splendid sight — it is beautiful beyond expectation. Excellent timber, good soil, many fine springs and a stream filled with fish. Water sufficient therein the whole year to drive a mill or saw mill. Wild grapes in abundance. Much game, Deer, Prairie Chicken and Hares, in short all that one could expect. This 8th August is therefore the fortunate day on which we arrived at the glad certainty as to the whereabouts of our land and our expert pioneers.

On the 9th of August we, Judge Duerst and I, rode away, to bring our people from St. Louis to the settlement with a Mr. Rodolf a Swiss from Aargau who had been here to assist our experts for several days. He had been their

guide in the search for land and conveyed them from place to place with his horses.¹ Mr. Grob and Freuler, who had come with me from Peru, staid, but came with us a short way to cut a road through the woods and to mark the trees so we should not get lost; but it began to rain in streams, which compelled them to return. But we took some stakes along, to drive into the prairies the better to find the return route; we so proceeded until noon when we had dinner with a farmer. In the evening we arrived at Mr. Rodolf's farm of 220 acres, but he has no wife.

We staid there over night and the next morning on the 10th went afoot to Galena where we arrived in the evening after a hard march; this same evening we went to the river to see about a steamer; there were two but both were bound up the river; on one of them however we learned that another would arrive in the night to return tomorrow to St. Louis. We went to get some much needed rest, especially I, who from the hardships undergone had a severe dysentery which has much weakened me.

On the evening of the 11th we really saw from the garret window where we three had slept on a straw tick, that another steamer had arrived. We hurried to get there but I had not proceeded more than half way, having been delayed, when to my glad astonishment I saw Judge Duerst completely surrounded by our people; what a scene that was!² I had in my thoughts already pictured the joy of meeting them again with Judge Duerst at my side. I joined myself to the crowd and I was also greeted with glad shouts. How much greater was the gladness with the Judge? for we Diessbachers especially, loved him as our life. So much depended

¹ See Theodore Rodolf's "Reminiscences of Wisconsin Territory," *post*. He advised the Swiss colonists; and his brother Frederick entertained them at the family farm on which the Rodolfs had settled in 1834.—ED.

² See *Wis. Hist. Colls.*, xi, pp. 359, 360. The remainder of the party, left in St. Louis, alarmed at the long absence of Mathias Duerst and Paulus Grob, had engaged passage to Galena, happening to arrive there on the evening before Judge Nicholas Duerst had reached that town to engage passage to St. Louis, to escort them to Wisconsin.—ED.

upon him. But the greatest pleasure is often dimmed. I found my wife quite sick. When we arrived at St. Louis she was more fleshy than ever before, now she appeared like a shadow. It was high time for all to leave St. Louis; the unhealthy climate there has already cost us five human lives, all however children, of whom the oldest was the 11-year-old son of Henry Stauffacher of Matt. The intoxicating joy did not subside for some time, for our people are not yet naturalized to control their feelings. In this country, people make little show on going and coming, and when a child departs from the parents, even for life, the only expression of feeling is a clasp of the hands and a short good bye from both sides. But I am parting from my subject nearly as easily as one American parts from another. But there was much to be done now, first the baggage had to be weighed. The contract was that they should pay 25 cents for overweight. The Captain had ordered it loaded into a flat boat, a heavy storm broke upon it and nothing having been covered and many of the trunks having been broken by the frequent handling, we had cause for complaint not only because of overweight but also for damaged baggage. The Judge had a letter of reference to one Mr. Zoya, he and Grob went to see him and I was detailed to supervise the weighing and note each one's weight. I got into a hot argument with the Captain—I held up the rainwashed bed clothing under his nose, so that he drove me off the boat twice. But without fear I came back the third time. I told our people we would weigh the baggage, note it down and bring it ashore, and not pay anything, and so it went, though George Legler and another were obliged to be surety for the freight charges. The Judge and Mr. Grob engaged a dwelling so as to bring the people under the shelter of a roof, for there were yet several sick among them. The Judge himself engaged a German doctor who wrote down the ailment of each patient and prescribed the necessary medicines. The Judge decided that a troop of the men should go on foot in advance, partly because the expense of travel would be less, but

more important to provide further accommodations on the land. He bought us 4 hams and gave me the task to go to our land with these men, because he believed I could find the way better than, alas, I did find it. This was for me a hard task; my sick wife implored me with tears not to leave her again, for even though the others promised to care for her their first thoughts would be for themselves. I really needed a couple of days' rest myself for I was greatly exhausted from my trip, and the third very important point was, that I was expected to show 17 men the way, and was hardly sure that I could find it again, for America is no Glarus land. For there, there is only one, but a good road, and villages every $\frac{1}{4}$ league, or houses where one can speak to people; but here, there are very many and bad roads which often cross each other, running over prairies taking $\frac{1}{2}$ day to cross, or through equally long stretches of timber in which there are many by-roads and other roads leading sometimes to settlements,—such roads are often better than the chief roads; then again 10 to 20 miles with no house, and when finally one reaches a house we cannot understand each other; often we meet people who give little or nothing for good money. All these things one at home cannot imagine. I declared I would go if my wife consented, then they all urged her to consent, and she finally said yes. Then a start was made, everyone was impatient to be gone, we waited only until the Judge had returned from the doctor's to get the medicines. Too much haste in Baltimore no doubt caused the great delay at St. Louis. Well, we marched off about 4 o'clock and traveled until late in the night and found we had already gone astray but not seriously. We lay down in a shed, in straw and dirt.

On the morning of the 12th, again went forward until we came to a village which I recognized. We would have liked to leap for joy, but our weary legs did not carry out our desire. Baltz Duerst especially had been ill the day before and today was worse, and had he not at home been hardened by excessive labor, he would have succumbed. We

thronged along the whole day until 4 o'clock when we came to a house, and not far from that house I should have turned off to the right in the woods. I did not observe it, but soon saw that I had missed the road; fearful of hearing reproaches, in the hope soon to again reach the right course, I gathered my strength together and ran ahead. I came to a house, the others soon came along and we had some milk boiled for Baltz, it refreshed him considerably. From this house it would have been only $\frac{1}{2}$ mile to Mr. Rodolf had I had the luck to have taken a hardly visible timber road. I however followed a plain track which led to a wood; the fear of going wrong spurred me. I felt no more weariness. I sprang ahead like a deer until I met a horseman who led another saddled horse. I at once inquired for Mr. Rodolf and he gave me to understand that he knew him and lived 2 miles from him. He urged me to sit on the other horse. I gave him to understand that I preferred going on foot until we met the men who followed me. On meeting them he dismounted and traced with a stick in the dust the direction we should take; he would not allow me to dismount, but rode with me ahead in another direction. I did not then know for what reason; he took me over hills and ravines and through brush so that we often had to lie down on our horses, to avoid being brushed off. It was only so that we should get to Rodolf sooner, so as to give him notice of our arrival. The man informed Rodolf what was coming and I turned and ran again to meet the men, and brought them to the house where we found refreshments. Mr. Rodolf placed everything at our command; but one can imagine how it is to get 18 men at once into one's house and to entertain them.

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